

MONUMENT TO WINNIE DAVIS.

The First of the Kind to a Woman of the South.

WAS DESIGNED BY ZOLNAY.

The Sculptor Was a Friend of the Daughter of the Confederacy, and He Wrote That the Work Will Be a Labor of Love.

Without solicitation of any kind, and solely through the voluntary contributions from those she loved, the memory of Winnie Davis, the daughter of the Confederacy, will be honored by the erection of a handsome monument over the grave in beautiful Hollywood. It will be the first tribute of the kind ever paid to a Southern woman by the women of the South—free-will offering for a cause which is still dear to the heart of every loyal Southerner.

When Miss Davis was buried beside the remains of her distinguished father, the only President of the Confederacy, last fall there was a great outpouring of people from all over the South to honor the woman herself as well as the cause with which her name was so

"77"

Dr. Humphreys' Famous Specific for Grip, Influenza, and Stubborn

COLDS
Like a Warm Blanket.

The piercing winds of March have no terrors for those who carry and take "77." Neither flannels, woolens or heavy clothing shut out the cold like "77"—it is like a warm blanket.

Nettles, Faints, fevers, &c., are like a warm blanket.

The Keel of the First Torpedo-Boat Laid Yesterday.

A BUSY SCENE AT THE YARD.

Hundreds are at Work Putting Together the Steel Frames of the Engines of War—The Tredegar Works Once Made Vessels.

The keel of the first of the three torpedo boats under construction by the W. R. Trig Shipbuilding Company, was laid at 10 o'clock yesterday morning, and the real work of construction is now well along with the frames.

Keel plates of nickel steel, one-inch, of an inch thick, weighing ten pounds to the square foot, were laid along the keel-blocks and nicely adjusted by W. H. Woody, Jr., master shipfitter, and A. L. Forbes, foreman.

GIVEN A BACKBONE.

The metal plates were already accurately shaped and bored with rivet holes. Butt plates were put in at the joints and bolted with temporary bolts, and in a few minutes the ship's hull, destined to be one of the best and swiftest torpedo boats in the United States Navy, had a backbone.

As the work proceeded the laborers increased in number. The last eight were laid in between the keel-blocks and the vertical keel plates. In half hour the first part of the work was completed and the era of ship building in Richmond had gladdened the eyes of all residents.

Among the specially invited gentlemen present were Congressman John Lamb, General Manager Stevens of the Chesapeake and Ohio railroad; C. E. Pollard, superintendent of the City Water Works; Thomas Atkinson, Captain John A. Curtis, R. H. Bosher, J. Tyler Johnson, and Wm. Hanewinkel.

OFFICERS PRESENT.

The officers of the company were present and, of course, took a lively interest in the first construction of the work for which this great enterprise was established. They were: W. R. Trig, president; L. H. Myers, vice-president; W. C. Preston, secretary and treasurer; J. A. Nelson, general superintendent; Master Mechanic Alexander Cruikshanks, and other employees.

Past Assistant Engineer W. Strother Smith and Assistant Naval Constructor J. E. McDonald, and their assistants, who represent the government, were also present.

The ship's hull is one of three torpedo boats that the Trig Company is building. They are duplicate ships and will have to be delivered to the government in twelve months from the beginning of contract.

The boats are to be 165 feet long on the water line, 17 feet in breadth, 165 tons displacement, and 2,800 indicated horsepower. The required speed is twenty-six knots and a knot is one and one-sixth miles. It will be seen that they will be fast boats.

The contract price is \$125,000.

The other two boats—the Stockton and Thornton—will be commenced at once and the work will be prosecuted on all three at the same time.

FULL OF DEBRIS.

The recent flood left three inches of mud on the yard, but the company followed up the falling of the water with energetic work and now gravel and cinders are being used in the place of the sediment left by the freshets.

The structural steel for the other boats is now ready and in a few days the new shipyard will present a stirring scene.

Eventually the falls of the James river are planned for the generation of electricity somewhat after the plan of the Niagara Falls Power Company, and as soon as this is completed the Trig Company will use the power thus obtained, as is now done in the shipyard in Fulton, N. Y.

After the torpedo boats are well underway the company will devote some attention to the preparation of a dry dock, which does not care to undertake any but Government work, so that the present contracts will be finished on time.

The boats are to be launched sideways, as is the custom in river launching. When the works are running under full load they will have about five hundred men on the pay roll.

RELIABLE COMPANY.

At the time that William R. Trig submitted bids in his own name for these boats there was considerable opposition from the other builders, but the showing that he made in a few weeks convinced the Navy Department that the Trig Company could fulfill its obligations, and the showing up in the press of his ability though working under the disadvantage of establishing a new yard, is such as to give him a place with older competitors.

The company is building three torpedo boats—the Shubrick, Stockton and Thornton—and the two torpedo-boat destroyers Dale and Decatur. The torpedo boats are 165 feet long and are to make a speed of 35 knots at 165 tons displacement, with a 2,000 h. p. The destroyers are 30 feet long and must make a speed of 25 knots at a displacement of about 90 tons with 6,000 h. p. The contract prices are \$125,000 and \$200,000, respectively.

The destroyers are to be finished in eighteen months and the torpedo boats in twelve months from the date of the signing of the contract.

A NEARBY THIEF.

One pile of loose tobacco was sold at West Hill Warehouse to-day for Mr. Charles Barrow of Brunswick county, which brought \$275.50.

James Zimmerman, formerly of Petersburg, now of Mississippi, is here on a visit to his sister, Mrs. Charles Cohen.

The sled of the Union Import is to be extended out to the tracks of the Atlantic Coast Line so as to protect passengers in bad weather.

THE FANCY PRICE.

One pile of loose tobacco was sold at West Hill Warehouse to-day for Mr. Charles Barrow of Brunswick county, which brought \$275.50.

The remains of Mrs. J. J. Hawkes, who died suddenly Friday night, will be buried in Oakwood this afternoon at 3 o'clock. The funeral will be from the residence in East Richmond.

The funeral of Mr. T. C. Banks took place at 10 o'clock yesterday afternoon.

The funeral of young Chester A. Brown took place at 10 o'clock yesterday morning from Grace Street Baptist church, and the interment was in the family enclosure at Shockoe Hill cemetery.

TREATING THE NEW ENTERPRISE AS "AN INLAND SHIPWRECK."

Nearly three hundred years ago Captain Christopher Newport, under orders from the London Company, sailed up the James river as far as Richmond, and there located, as the old chronicle has it, safe from the Spaniards. A few months ago, at the outbreak of the war, the government had under consideration the building of ten gunboats, at the same place, to be safe from the same Spaniards. Thus to Richmond as a place inaccessible to a hostile sea force, and, as far as land force, the difficulties of investing the city are well known.

DEscription of the WORK.

Mr. W. Burleighham, of the engineering department of the United States navy, and one of the officers of the government superintending the construction of torpedo boats and destroyers at the W. R. Trig Shipbuilding Company, in this city, has contributed a comprehensive account of the work for Marine Engineering, which appeared in the current number of that paper.

TREATING THE NEW ENTERPRISE AS "AN INLAND SHIPWRECK."

Nearly three hundred years ago Captain Christopher Newport, under orders from the London Company, sailed up the James river as far as Richmond, and there located, as the old chronicle has it, safe from the Spaniards. A few months ago, at the outbreak of the war, the government had under consideration the building of ten gunboats, at the same place, to be safe from the same Spaniards. Thus to Richmond as a place inaccessible to a hostile sea force, and, as far as land force, the difficulties of investing the city are well known.

WELL SITUATED.

The place is well situated for a shipyard: the James river has a depth sufficient, at present, for boats drawing eighteen feet of water, and the movement has commenced depending on it; eventually there will be 22 feet at low and 25-1/2 feet at high water, enough to float anything but the largest ships.

The torpedo boat now under construction are not the first efforts of Richmond in the direction of shipbuilding. The Trig Iron Works, famous for its vessel, built vessels for the United States navy before the war, and during the war several gunboats were built. At the time of the evacuation of the city the last gunboat fell into the hands of the Federal forces; it had been named the Ladies' Gunboat, and was built wholly from contributions of plate and jewelry given by the Southern women. After the war the Old Dominion Steamship Company built one ship there.

BUILDING THE TEXAS.

Modern marine work in Richmond dates from the construction of the engines of the United States battleship Texas by the Richmond Iron Works, under the supervision of William R. Trig, who was president of the company at that time.

The magnitude of the undertaking attracted widespread attention, and the success of the engines was so great as to demonstrate once for all that the mechanical ability of the American people south of Mason and Dixon's line was equal to that of their brothers in the North.

The attention of the government has turned more than ever toward Richmond as a place for building warships. In critical periods of the country's history, especially at the time of the Venezuelan trouble, it securely protected harbor and abundance of water, with free connection to the ocean.

A GRIP COUGH CURED.

with Dr. David's Cough Syrup. The best on earth for Coughs, Colds, Croup, Consumption and all Throat and Lung Troubles.

DON'T SWALLOW NAUSEATING CAPSULES, but take Groves Tastless Quinine Powders. Absolutely tasteless. Indorsed by chemists. 25¢.

Miller & Rhoads have just received many very swell Silk Fiber Stationery. It is what you've been looking for.

Cards and wedding invitations engraved at very reasonable prices—Stationery Department.

THE DESIGN FOR THE MONUMENT IS AT WORK OF ART.

The design for the monument is at work of art. The sculpture is beautiful and artistic. The rose is admirable and there is strength and spirit.

THE TIMES: RICHMOND, VA., SUNDAY, MARCH 12, 1899.

SHIP-BUILDING

IS UNDER WAY.

The Keel of the First Torpedo-Boat Laid Yesterday.

A BUSY SCENE AT THE YARD.

Hundreds are at Work Putting Together the Steel Frames of the Engines of War—The Tredegar Works Once Made Vessels.

AIDED BY MRS. PINKHAM.

Mrs. W. E. Paxton, Youngtown, North Dakota, writes about her struggle to regain health after the birth of her little girl:

"DEAR MRS. PINKHAM—it is with pleasure that I add my testimony to your list, hoping that it may induce others to avail themselves of your valuable medicine."

"After the birth of my little girl, three years ago, my health was very poor. I had leucorrhœa badly, and a terrible bearing-down pain, which gradually grew worse, until I could do no work. Also had headache nearly all the time, and dizzy feelings. Menstruation was very profuse, appearing every two weeks."

"I took medicine from a good doctor, but it seemed to do no good. I was becoming alarmed over my condition when I read your advertisement in a paper. I sent at once for a bottle of Lydia E. Pinkham's Vegetable Compound, and after taking two-thirds of the bottle I felt so much better that I send for two more. After using three bottles I felt as strong and well as any one."

"I think it is the best medicine for female weakness ever advertised, and recommend it to every lady I meet suffering from this trouble."

"Maternity is a wonderful experience and many women approach it wholly unprepared. Childbirth under right conditions need not terrify women. The advice of Mrs. Pinkham is freely offered to all expectant mothers, and her advice is beyond question the most valuable to be obtained. If Mrs. Paxton had written to Mrs. Pinkham before confinement she would have been saved much suffering. Mrs. Pinkham's address is Lynn, Mass."

OFFICERS PRESENT.

The officers of the company were present and, of course, took a lively interest in the first construction of the work for which this great enterprise was established.

They were: W. R. Trig, president; L. H. Myers, vice-president; W. C. Preston, secretary and treasurer; J. A. Nelson, general superintendent; Master Mechanic Alexander Cruikshanks, and other employees.

Past Assistant Engineer W. Strother Smith and Assistant Naval Constructor J. E. McDonald, and their assistants, who represent the government, were also present.

The plant of the William R. Trig Company will eventually be very complete.

With about 1,000 feet of water front it can handle almost any class of ship except the largest, and is also prepared to do, and will do, the very best possible ease of work.

Eventually the falls of the James river are planned for the generation of electricity somewhat after the plan of the Niagara Falls Power Company, and as soon as this is completed the Trig Company will use the power thus obtained, as is now done in the shipyard in Fulton, N. Y.

After the torpedo boats are well underway the company will devote some attention to the preparation of a dry dock, which does not care to undertake any but Government work, so that the present contracts will be finished on time.

The boats are to be launched sideways, as is the custom in river launching. When the works are running under full load they will have about five hundred men on the pay roll.

RELIABLE COMPANY.

At the time that William R. Trig submitted bids in his own name for these boats there was considerable opposition from the other builders, but the showing that he made in a few weeks convinced the Navy Department that the Trig Company could fulfill its obligations, and the showing up in the press of his ability though working under the disadvantage of establishing a new yard, is such as to give him a place with older competitors.

The company is building three torpedo boats—the Shubrick, Stockton and Thornton—and the two torpedo-boat destroyers Dale and Decatur. The torpedo boats are 165 feet long and are to make a speed of 35 knots at 165 tons displacement, with a 2,000 h. p. The destroyers are 30 feet long and must make a speed of 25 knots at a displacement of about 90 tons with 6,000 h. p. The contract prices are \$125,000 and \$200,000, respectively.

The destroyers are to be finished in eighteen months and the torpedo boats in twelve months from the date of the signing of the contract.

A NEARBY THIEF.

One pile of loose tobacco was sold at West Hill Warehouse to-day for Mr. Charles Barrow of Brunswick county, which brought \$275.50.

The remains of Mrs. J. J. Hawkes, who died suddenly Friday night, will be buried in Oakwood this afternoon at 3 o'clock.

The funeral will be from the residence in East Richmond.

The funeral of Mr. T. C. Banks took place at 10 o'clock yesterday afternoon.

The funeral of young Chester A. Brown took place at 10 o'clock yesterday morning from Grace Street Baptist church, and the interment was in the family enclosure at Shockoe Hill cemetery.

TREATING THE NEW ENTERPRISE AS "AN INLAND SHIPWRECK."

Nearly three hundred years ago Captain Christopher Newport, under orders from the London Company, sailed up the James river as far as Richmond, and there located, as the old chronicle has it, safe from the Spaniards. A few months ago, at the outbreak of the war, the government had under consideration the building of ten gunboats, at the same place, to be safe from the same Spaniards. Thus to Richmond as a place inaccessible to a hostile sea force, and, as far as land force, the difficulties of investing the city are well known.

DEscription of the WORK.

Mr. W. Burleighham, of the engineering department of the United States navy, and one of the officers of the government superintending the construction of torpedo boats and destroyers at the W. R. Trig Shipbuilding Company, in this city, has contributed a comprehensive account of the work for Marine Engineering, which appeared in the current number of that paper.

TREATING THE NEW ENTERPRISE AS "AN INLAND SHIPWRECK."

Nearly three hundred years ago Captain Christopher Newport, under orders from the London Company, sailed up the James river as far as Richmond, and there located, as the old chronicle has it, safe from the Spaniards. A few months ago, at the outbreak of the war, the government had under consideration the building of ten gunboats, at the same place, to be safe from the same Spaniards. Thus to Richmond as a place inaccessible to a hostile sea force, and, as far as land force, the difficulties of investing the city are well known.

WELL SITUATED.

The place is well situated for a shipyard: the James river has a depth sufficient, at present, for boats drawing eighteen feet of water, and the movement has commenced depending on it; eventually there will be 22 feet at low and 25-1/2 feet at high water, enough to float anything but the largest ships.

The torpedo boat now under construction are not the first efforts of Richmond in the direction of shipbuilding. The Trig Iron Works, famous for its vessel, built vessels for the United States navy before the war, and during the war several gunboats were built. At the time of the evacuation of the city the last gunboat fell into the hands of the Federal forces; it had been named the Ladies' Gunboat, and was built wholly from contributions of plate and jewelry.

No matter where you want to west.

No matter what you said.